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**Programming and Allocations Committee
January 10, 2007
Minutes**

The meeting was called to order at 10:00 a.m. Committee members in attendance were Chair Commissioner Haggerty, Vice Chair Commissioner Anderson, Commissioners Ammiano, Blanchard, Dodd, Sartipi, Tissier, Young, Rubin, McLemore, Giacomini, Halsted, Lempert, Torliatt, Glover, Spering, Azumbrado and Yeager.

Consent Calendar

The committee voted unanimously to approve the minutes of December 13, 2006 meeting as submitted.

The committee voted unanimously to refer the following resolutions to the full Commission for adoption.

- 2007 Productivity Improvement Projects (PIP) from TDA Triennial Audit Reports. MTC Resolution No. 3791.

The committee also received the following information report.

- Quarterly Report of Executive Director's Delegated Authority Actions.

Regional Programming

The committee voted unanimously to refer approval of \$7.5 million in Congestion Mitigation and Air Quality Improvement (CMAQ) funds for the 2007 Spare the Air/Free Transit Campaign to the Commission.

- 2006 Spare the Air/Free Transit Campaign Evaluation and Funding Allocation for 2007.

Ashley Nguyen, MTC, reported on the evaluation results from the 2006 Spare the Air Free Transit campaign and requested the committee's approval for the 2007 campaign. In 2006 the scope of the program was expanded implementing an all day free Spare the Air transit promotion with 26 Bay Area transit operators. Overall the public and media response to the program was good. Based on the evaluation results the transit ridership rose by 15%, adding 1.3 million additional riders to the system. The public awareness on Spare the Air soared to an all time high. The program reduced 32.2 tons of ozone precursor and particulate matter emissions.

Unfortunately, the program cost effectiveness is fairly low. MTC estimates a cost effectiveness of 410,000 per ton of emission reduced. In terms of funding, the 3rd cycle STP/CMAQ program set aside a total of \$12 million in CMAQ funds for the Spare the Air Free Transit campaign. Of the \$12 million, \$4.5 million was spent for the 2006 campaign leaving a balance of \$7.5 million for future programming. The decision to program the remaining \$7.5 million towards a 2007 campaign was contingent upon the evaluation results of the 2006 campaign previously highlighted.

MTC staff presented the 2006 campaign evaluation results to the Bay Area Partnership Board in December. Based on the discussion, the Partnership Board approved the campaign with a recommendation to the Commission to fund the 2007 campaign contingent upon MTC finding a way to address some of the security and operational issues as a result of the 2006 campaign raised by the various operators such as BART, Caltrain, Golden Gate and Alameda ferries.

MTC staff recommends that the 2007 campaign continue to offer free all day transit subject to addressing security and operation consensus raised by the operators. In addition to modifying some of the program parameters for next year's campaign, staff is currently seeking private sponsorship to offset some of the program costs.

David Schonbrunn, TRANSDEF, noted that, while he is both a transit and clean air advocate, he does not support the program. It is effective in achieving public awareness but it is too expensive. Although there were emission reductions, the Air District has yet to model the substantial effects.

Commissioner Lempert stated that the predictions for 2007 is that it is going to be one of the hottest years ever and believes that MTC has to carefully decide when to use the three Spare the Air/Free Transit days. There needs to be lasting benefits to link this program to further transit use.

Commissioner Haggerty understands that MTC has not fully defined the parameters for the 2007 campaign and questioned whether staff would be bringing the item back to the Partnership Board for further discussion.

Steve Heminger, MTC, stated that the Partnership Board has stated that they would like to keep the free all day aspect of the campaign, but perhaps revise the hours defined as all day such as the end of the weekday commute. In addition, the ferry operators made it clear they would like to have a 2 for 1 deal rather than free rides all day.

State Programming

The committee voted unanimously to refer the following resolution to the full Commission for adoption.

- Corridor Mobility Improvement Account (CMIA) Program of Projects. MTC Resolution No. 3792

Alix Bockelman, MTC, provided some background on the CMIA project and submittal timeline and reported that at the December Commission meeting, MTC released a \$1.9 billion list of projects for public comment. As a result of the comments and through further technical refinement of cost and project scopes there were changes made to the list CMIA proposal and recommendations, which now totals \$2 billion in CMIA projects.

The CMIA comments generally fall into three categories; 1) supportive of staff recommendations or individual project(s); 2) requesting funding for additional projects or requesting elimination of specific projects that MTC had recommended for funding; and 3) related to policy direction or other input on the overall program.

Albert Yee, MTC, reported on some of the changes made as a result of the comments.

- An increase of \$26 million for Highway 12 through Jamison Canyon. MTC staff is recommending a 4-lane instead of a 3-lane proposal.
- An increase of \$34 million for the Marin Sonoma narrows project on highway 101 between Marin and Sonoma County. MTC is recommending the inclusion of an HOV segment that was part of the original vision of the project but did not yet have scope and cost detail.
- MTC recommends adding an additional project to the recommended program in Santa Clara County at the I-880/280 interchange. An additional \$50 million of CMIA funding will help to provide congestion relief and interchange modifications at 880/280 and at Stevens Creek.

With the three sets of changes as well as other changes to reconcile cost information, the net increase in the recommended list is about \$129 million more than previously recommended.

The proposed MTC Resolution No. 3792, which adopts the MTC proposed list of CMIA projects and includes the stipulation that if a project were selected by the CTC for CMIA funding, inclusion of RTIP funds in the CMIA program would constitute a commitment by both MTC and the Congestion Management Agencies (CMAs) of county shares towards the funding of the project. In addition, the resolution also includes a commitment as requested by CTC and their CMIA guidelines that the region and its project sponsors work together to develop corridor system management plans to ensure that the mobility benefits gained by the CMIA program is preserved into the future.

Denis Mulligan, chief engineer for the GGBH&TD, supports adding \$20 million for a moveable barrier on the Golden Gate Bridge.

Commissioner Spring, inquired if there was another opportunity to fund the moveable barrier on the Golden Gate Bridge. Mr. Heminger stated that the bridge district could potentially fund it itself with a toll increase. Also, while their ability to secure federal funds is complicated because of federal law, it has been changed in the past in order to secure funds for seismic retrofit.

Jim Bigelow, Redwood City - San Mateo County Chamber, supports MTC Resolution No. 3792 in particular the auxiliary lane project from Marsh to Highway 85, which serves the region and the employees coming into the work area and the West Bay. Mr. Bigelow thanked MTC for their hard work and urged the Committee to approve the resolution.

Jose Luis Moscovich, Executive Director of the San Francisco County Transportation Authority (SFCTA) and moderator for the Congestion Management Agency (CMA) Association directors group, thanked MTC staff for a job well done and commended the Commission for recognizing the importance of advocating for congestion relief, connectivity and safety for the Bay Area.

Commissioner Haggerty, echoed thanks to MTC staff for their work on the CMIA project list and working closely with the Commissioners to get a consensus.

Commissioner McLemore, thanked the staff for their hard work on the addition of the I-880/280 project in Santa Clara County.

California Transportation Commission (CTC) Report

Ms. Bockelman stated that CTC met in December in Sacramento and discussed a few programs in the bond such as the State Transportation Improvement Program and the State and Local Partnership Program.

Public Comment

There were no public comments.

Chair Haggerty adjourned the meeting at 10:39 a.m.